2014 Kia Soul at 100,000 mi

KNDJN2A29E7123456

MODEL / CHASSIS	ENGINE	MILEAGE	DRIVETRAIN
Soul · PS Soul base (1.6L GDI)	Hyundai/Kia Nu (1.8L, 2.0L) and Gamma (1.6L) four-cylinders, including the 2020-on Nu 2.0 MPI (Smartstream G2.0)	100,000 mi	FWD
BUILD MONTH	**REPORT DATE**	**MODE**	**PREPARED FOR**
Not entered (door jamb)	October 27, 2026	Owner	Sample Owner

VIN check: check digit valid; model-year code 'E' = 2014, matches the year entered. The VIN doesn't record the build month. Sample report: synthetic VIN.

1 · SUMMARY

What this car needs, in order

Each item compares this car's mileage with when owners and shops report the part failing. It is not an inspection: a qualified technician decides what the car actually needs.

2 jobs recommended now

0 to plan in the next 30,000 miles

1 to watch or check at each service

Safety recalls NHTSA lists for this model year (5)

- **20V-750** · Engine compartment fire: An engine compartment fire can start while driving; Kia inspects the engine and installs knock-sensor software.
- **19V-120** · Engine · catalytic converter and pistons (1.6L GDI): Very hot exhaust can damage the catalytic converter, which can then damage the pistons; a broken connecting rod can leak oil onto the exhaust, a fire risk.
- **22V-096** · Air bags · front impact sensors: If the air bag unit loses contact with the front impact sensors, the front air bags may not deploy.
- **17V-608** · Steering gear · pinion plug: The steering gear pinion can separate, causing a loss of steering.
- **15V-123** · Accelerator pedal: Part of the accelerator pedal can bend and break, making it hard to accelerate.

A model-year list, not a VIN check. Repairs are free at a Kia dealer if open. Check this VIN at nhtsa.gov/recalls.

Step 0 · Free: run the VIN at nhtsa.gov/recalls and ask a Kia dealer for a campaign printout, including 19V-120, 20V-750. Read the build month (MM/YY) on the driver's door-jamb label.

Recommended now at the next service

Connecting-rod bearing wear (Gamma 1.6 GDI and Nu 2.0 GDI) — Free if open

Recall 20V-750 is listed for this model year. Check the VIN; the repair is free at a Kia dealer if it is open.

Catalytic converter damage (P0420) and engine damage, Soul 1.6 GDI — Free if open

Recall 19V-120 is listed for this model year. Check the VIN; the repair is free at a Kia dealer if it is open.

Next 12 months up to about 112,000 mi

Nothing scheduled here.

Within the next 30,000 miles up to 130,000 mi

Nothing else enters its reported range in this window.

Watch inspect at each service, fix on condition, or optional

Excessive oil consumption — **$250–$430** labor only, parts extra

Inside the range (62,000–115,000 mi, the middle half of 225 owner reports) · Inspect at each service; fix at the first sign

Recommended now

Free recall check

Independent shop, installed. Dealers often charge more.

Planned through 130,000 mi

Free recall check

Nothing else on the list before 130,000 mi. Now + next 12 months + next 30,000 miles. Excludes “watch” and optional items.

Costs are published independent-shop ranges (low end + low end, high end + high end). Bundled jobs are priced together because the labor overlaps. Routine service (oil, brakes, tires) isn't included; factory fluid and spark plug intervals are listed below.

FACTORY MAINTENANCE

The maker's maintenance schedule isn't on this report

This report doesn't include the maker's scheduled maintenance for this car yet, so brake fluid, spark plugs, coolant and transmission fluid aren't listed even when they're due. Check the service records and the maker's schedule for this car.

WHERE 100K SITS FOR EACH WEAK POINT

#	WEAK POINT	REPORTED RANGE	THIS CAR
1	Connecting-rod bearing wear (Gamma 1.6 GDI and Nu 2.0 GDI)	55,000–106,000 mi (middle half of 555 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
2	Catalytic converter damage (P0420) and engine damage, Soul 1.6 GDI	60,000–107,000 mi (middle half of 107 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range
3	Excessive oil consumption	62,000–115,000 mi (middle half of 225 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA	Inside the range

Colors compare mileage with reported failures, not the car's condition. Red: past the range. Amber: inside or approaching. Green: below, or not listed for a recall.

2 · RECALLS AND BULLETINS

Recalls to check for this 2014 Kia Soul

Safety recall repairs are free at Kia dealers. Nothing here can tell whether a recall is open or already done on this VIN; only the official VIN lookup or a dealer can.

Official VIN check (2 minutes)

1. Go to nhtsa.gov/recalls and enter KNDJN2A29E7123456.
2. Note every recall shown as “Recall incomplete” and keep a screenshot.
3. Ask a Kia dealer for a campaign printout; it also lists completed campaigns.

1.6L GAMMA / 1.8–2.0L NU RECALLS WE TRACK

19V-120 · Catalytic converter overheating can damage the pistons (2012–2016 Soul 1.6 GDI)

NHTSA lists this model and year: check by VIN

High exhaust temperatures may damage the converter and then the pistons and rods. Free ECU update, converter and engine inspection and replacement as needed. OFFICIAL [9]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

20V-746 · Rod bearings may wear early (2015–2016 Veloster)

Not listed for MY2014

Free inspection, engine replacement if damaged, and knock-sensor software. OFFICIAL [9]

20V-750 · Engine compartment fire (2012–2015 Forte / Koup, 2014–2015 Soul)

NHTSA lists this model and year: check by VIN

An engine-compartment fire can occur. Dealers inspect for fuel and oil leaks, test the engine and repair or replace it free. OFFICIAL [9]

☐ VIN checked ☐ Open: booked with dealer ☐ Completed (printout kept)

21V-301 · Piston oil rings not heat-treated (2019–2020 Elantra, 2019–2021 Kona and Veloster 2.0 MPI)

Not listed for MY2014

Poorly heat-treated piston oil rings can damage the engine. Free inspection, engine replacement if needed and piston-ring noise software. OFFICIAL [9]

21V-259 · Piston oil rings not heat-treated (2020–2021 Soul, 2021 Seltos 2.0 MPI)

Not listed for MY2014

Poorly heat-treated piston oil rings can damage the engine; oil can then leak onto the hot exhaust. Free inspection, engine replacement if needed and piston-ring noise (PNSS) software. OFFICIAL [9]

25V-099 · Piston oil rings made incorrectly (2021–2023 Seltos and Soul)

Not listed for MY2014

Incorrectly made piston oil rings can damage the engine, which can stall or catch fire. Free inspection, engine replacement if needed and piston-ring noise (PNSS) software. OFFICIAL [9]

Other 1.6L Gamma / 1.8–2.0L Nu recalls we track, not listed by NHTSA for this model and year: 21V-260 (oil pump can fail (2017–2018 Forte 2.0 MPI)).

EVERY RECALL NHTSA LISTS FOR THE 2014 KIA SOUL (5)

RECALL	COMPONENT	WHAT CAN HAPPEN (NHTSA, SHORTENED)
20V-750 1.6L Gamma / 1.8–2.0L Nu tracked	Engine compartment fire	An engine compartment fire can start while driving; Kia inspects the engine and installs knock-sensor software. Details
19V-120 1.6L Gamma / 1.8–2.0L Nu tracked	Engine · catalytic converter and pistons (1.6L GDI)	Very hot exhaust can damage the catalytic converter, which can then damage the pistons; a broken connecting rod can leak oil onto the exhaust, a fire risk. Details
22V-096	Air bags · front impact sensors	If the air bag unit loses contact with the front impact sensors, the front air bags may not deploy. Details
17V-608	Steering gear · pinion plug	The steering gear pinion can separate, causing a loss of steering. Details
15V-123	Accelerator pedal	Part of the accelerator pedal can bend and break, making it hard to accelerate. Details

Source: NHTSA recalls API, fetched 2026-10-27 and combined across NHTSA model names: SOUL. Safety categories (air bags, fire, brakes, stalling, roll-away and loss of control) are listed first; listings whose NHTSA text names another engine, or an aftermarket part, go last. OFFICIAL

SERVICE ACTIONS, BULLETINS AND WARRANTY PROGRAMS

Manufacturer bulletins and warranty programs for this engine are cited on each weak point in section 4, where they apply.

4 · THE 3 WEAK POINTS

Each weak point, one card each

Every figure carries its source. Retailer part numbers are shown only when the retailer lists them for this chassis (PS). Left out because they apply to other models, years, engine sizes or body codes: Piston slap and cylinder scuffing (1.8L Nu, 2011–2016 Elantra).

1 Connecting-rod bearing wear (Gamma 1.6 GDI and Nu 2.0 GDI)

Inside the range

Severity: Critical: rare, but can badly damage the engine · 2247 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 100,000 mi this car is inside the reported range (55,000–106,000 mi (middle half of 555 owner complaints that state a mileage)), 45,000 miles past where reports start. Range: 55,000–106,000 mi (middle half of 555 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2012–2017 Veloster, 2014–2020 Elantra / Elantra GT 2.0 GDI, 2012–2016 Soul and 2014–2015 Forte; covered to 15 years / 150,000 miles

WHAT FAILS OFFICIAL [2][3][4][9]

The connecting-rod bearings can wear and knock, then fail. Hyundai and Kia added knock-sensor software that flashes the check-engine light and limits power when it hears bearing noise, recalled some build ranges, and extended engine coverage to 15 years / 150,000 miles.

SYMPTOMS

- Knocking that rises with engine speed
- Flashing check-engine light with P1326 and reduced power
- Engine stalls or seizes

IF IT'S LEFT TOO LONG

A failed bearing can seize the engine or start an engine-bay fire.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Get the knock-sensor software done; at the first knock or flashing light go to a dealer, since coverage often still applies.

ESTIMATED REPAIR COST

Knock-sensor software free (Hyundai campaign 966 / Kia PI2002)	**Free if covered** OFFICIAL [3][4] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=199)	**$2,000–$9,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 199 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $6,000). Examples: ODI 11289147, 11300019, 11279207, 11156931. Owner-reported, often dealer prices; not shop quotes. Out-of-pocket only outside the 15 yr / 150k engine coverage.

PARTS FOR PS

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Knock-sensor update done?
- Engine ever replaced?
- Any knocking or flashing check-engine light?

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2 Catalytic converter damage (P0420) and engine damage, Soul 1.6 GDI

Inside the range

Severity: High: overheating, stalls, limp mode or a big bill · 1011 mentions in counted NHTSA complaints COMPUTED FROM NHTSA DATA

At 100,000 mi this car is inside the reported range (60,000–107,000 mi (middle half of 107 owner complaints that state a mileage)), 40,000 miles past where reports start. Range: 60,000–107,000 mi (middle half of 107 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: 2012–2016 Soul 1.6 GDI (recall 19V-120 and follow-up SC176Y); P0420 also reported on other models

WHAT FAILS OFFICIAL [7][9]

High exhaust temperatures can break down the catalytic converter. Pieces of the converter can then upset combustion and damage the pistons. Kia updated the engine software and, on listed cars, replaces the converter and inspects or replaces the engine.

SYMPTOMS

- Check-engine light with P0420
- Misfire codes P0300–P0304
- Rattle from the exhaust
- Loss of power

IF IT'S LEFT TOO LONG

A failed converter can damage the pistons and connecting rods.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the VIN for recall 19V-120 and SC176Y before paying for a converter.

ESTIMATED REPAIR COST

ECU update free under recall 19V-120	**Free if covered** OFFICIAL [9] independent shop, installed
Owner-reported repair bills in NHTSA complaints (n=79)	**$1,350–$4,000** COMPUTED FROM NHTSA DATA [1] reported range for the bill after a failure
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

Where the numbers come from: Computed from 79 NHTSA owner complaints that quote a repair bill for this problem (middle half of the bills; median $2,200). Examples: ODI 11499487, 11769993, 11454694, 11288131. Owner-reported, often dealer prices; not shop quotes.

PARTS FOR PS

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- Any P0420 or misfire codes?
- Converter ever replaced?

3 Excessive oil consumption

Inside the range

Severity: Medium: leaks and wear · 938 mentions in counted NHTSA complaints

COMPUTED FROM NHTSA DATA

At 100,000 mi this car is inside the reported range (62,000–115,000 mi (middle half of 225 owner complaints that state a mileage)), 38,000 miles past where reports start. Range: 62,000–115,000 mi (middle half of 225 owner complaints that state a mileage) COMPUTED FROM NHTSA DATA [1]



Applies to: Gamma 1.6 GDI and Nu 2.0 GDI listed in the bulletin; more than 1 quart per 1,000 miles is excessive

WHAT FAILS OFFICIAL [8][9]

Some engines burn oil. Kia's bulletin runs a 1,000-mile oil consumption test, cleans carbon from the combustion chambers, and fits new piston rings if the engine still uses more than 1 quart per 1,000 miles. On 2019–2020 Nu 2.0 MPI engines, poorly heat-treated piston oil rings were recalled (21V-301).

SYMPTOMS

- Oil level low between changes
- Blue smoke
- Oil light on

IF IT'S LEFT TOO LONG

Low oil can wipe the rod bearings.

IS IT WORTH DOING EARLY? OUR ESTIMATE

Check the oil at every fill-up; ask for the dealer oil consumption test under warranty and check recall 21V-301.

ESTIMATED REPAIR COST

Labor only, 2.5–2.7 h Kia warranty time	**$250–$430** OUR ESTIMATE [8][10] labor only, parts extra
Labor only, 6.9–7.2 h Kia warranty time plus piston rings	**$690–$1,150** OUR ESTIMATE [8] [10] labor only, parts extra
Dealer	**Often 1.5–2× the independent-shop price** OUR ESTIMATE

2.7× The failure-bill midpoint ($920) is about 2.7× the early-fix midpoint ($340). A cost ratio, not a probability.

Where the numbers come from: Early: Estimate: Kia warranty labor time of 2.5–2.7 h (bulletin [8]) × $100–$160/h independent-shop labor rate [10]. Parts are extra unless stated; check the VIN for open warranty coverage first. If it fails: Estimate: Kia warranty labor time of 6.9–7.2 h (bulletin [8]) × $100–$160/h independent-shop labor rate [10]. Parts are extra unless stated; check the VIN for open warranty coverage first.

PARTS FOR PS

- Ask your parts supplier for the OE part number for this VIN.

WHAT TO ASK YOUR SHOP

- How much oil is added between changes?

5 · ALSO REPORTED, NOT RANKED

Other themes in 1.6L Gamma / 1.8–2.0L Nu owner complaints

Every NHTSA complaint theme with 10 or more counted reports is either a weak point above or explained here.

THEME	COMPLAINTS	WHY IT ISN'T A WEAK POINT
Stalling / loss of power	2,537	Mixed causes; many are engine failures from bearing wear.
Steering	1,938	Electric power-steering coupling complaints; not an engine fault.
Engine fire	1,204	Includes recall 20V-750 (Forte / Soul engine-bay fire); check it is done.

6 · BUYING OR SELLING

Used-car checklist and resale helper

For owners this is a resale checklist: it's what a careful buyer will ask.

Ask the inspecting shop to check

- Rod knock at warm idle; scan for P1326
- Cold piston slap (1.8 Elantra)
- P0420 / misfire codes (Soul)
- Oil level

Ask the seller

- Knock-sensor update done?
- Engine or converter replaced under a recall?
- Oil added between changes?

Documents to request

- Dealer service-history printout for the VIN
- nhtsa.gov/recalls screenshot

WHAT A BUYER MAY DEDUCT

FINDING	ESTIMATED ADJUSTMENT
Connecting-rod bearing wear (Gamma 1.6 GDI and Nu 2.0 GDI): fault found on inspection	$2,000–$9,000
Catalytic converter damage (P0420) and engine damage, Soul 1.6 GDI: fault found on inspection	$1,350–$4,000
Excessive oil consumption: symptoms or fault codes present	$250–$430 + parts
Pre-ticked rows (●), if no records clear them	**None at this mileage**

● = expected at this mileage. Estimated repair costs, not an appraisal. Recalls cost the seller nothing: ask for open recalls to be completed rather than discounted. OUR ESTIMATE

7 · METHOD AND SOURCES

How this report is built

Inputs. VIN, model year, model, mileage and build month (if entered). Model and engine are checked with NHTSA's vPIC decoder.

Mileage positions. Below: more than 10,000 miles before the reported range. Approaching: within 10,000. Inside: in the range, or past the start of an open-ended range. Past: beyond the top of the range. These bands are our rules, not an industry standard.

The plan. Critical items inside or past their range go first; high-severity items follow, and jobs that share labor are bundled. At most three jobs land in “Recommended now”. Leaks that are cheap to watch are fixed on condition; inspections are asked for at each service.

Costs. Published independent-shop ranges from shop quotes, retailer prices and owner reports. The worst-case cost of every item failing is not shown: it isn't an expected cost.

Labels. OFFICIAL NHTSA/Kia documents · SHOP/RETAILER parts prices and shop articles · FORUM/BLOG owner forums and blogs · COMPUTED FROM NHTSA DATA our analysis of NHTSA data · OUR ESTIMATE ours.

NHTSA complaint data. Pulled Oct 28, 2026 from NHTSA's complaints API for All complaints for 2011–2020 Elantra and Elantra GT, 2012–2022 Accent, 2012–2017 Veloster, 2014–2020 Forte and 2014–2016 Koup, 2012–2019 Soul, 2012–2023 Rio and 2020–2025 Venue. For 2021–2025 Elantra, 2021–2024 Forte, 2020–2025 Soul, 2018–2025 Kona, 2021–2025 Seltos and 2019–2021 Veloster, complaints that name the 1.6 turbo, N Line, N, hybrid or EV are left out; 2014–2021 Tucson complaints count only if they mention the 2.0, and 2010–2011 Soul only if they mention the 1.6, so those nameplates under-count. Turbo Veloster and Forte models before 2019 are included: 16,164 complaints. Some of these nameplates were sold with other engines too. For some we kept only complaints whose text names this engine (which under-counts); for others we left out complaints that name another engine or a hybrid (so a few about other engines can remain). Themes are keyword matches on the complaint text.
COMPUTED FROM NHTSA DATA

THEME	COMPLAINTS	IN THIS REPORT
Stalling / loss of power	2,537	Also reported
Engine knock / seizure / failure	2,247	Item 1
Steering	1,938	Also reported
Engine fire	1,204	Also reported
Catalytic converter / P0420	1,011	Item 2
Oil consumption	938	Item 3
Knock sensor / P1326	270	Item 1
Piston slap	49	Other years or engine sizes

Limits: complaints are self-reported and not adjusted for cars sold; keyword matching over- and under-counts; owners rarely file safety complaints about oil seeps, so leaks look rarer than they are.

SOURCES

1. NHTSA owner complaints for 2011–2025 Elantra and 2013–2020 Elantra GT, 2012–2022 Accent, 2012–2021 Veloster, 2014–2024 Forte and 2014–2016 Koup, 2010–2025 Soul, 2012–2023 Rio, 2020–2025 Venue, 2018–2025 Kona, 2021–2025 Seltos and 2014–2021 Tucson 2.0, pulled Oct 27–28, 2026 (ODI numbers in the cost notes) OFFICIAL
https://www.nhtsa.gov/report-a-safety-problem#complaints

2. Hyundai 22-EM-006H-1: Engine warranty extension (TXXM): connecting-rod bearing damage covered to 15 years / 150,000 miles on certain Veloster 1.6 GDI, Elantra / Elantra GT / Elantra Coupe 2.0 GDI and other models (2022-04-28), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10211675-0001.pdf

3. Hyundai 22-01-028H-1: Engine monitoring logic (Service Campaign 966, knock sensor software) (2022-04-28), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10211667-0001.pdf

4. Kia PI2002A Q&A (updated): Knock Sensor Detection System for Soul / Forte Gamma 1.6 GDI and Nu 2.0 GDI; engine long block covered to 15 years / 150,000 miles after the update (2021-03-30), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2021/MC-10189615-0001.pdf

5. Hyundai 22-EM-007H: Nu engine cylinder block inspection and replacement (piston slap / cylinder scuffing), 2011–2016 Elantra 1.8L (2022-06-29), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10215604-0001.pdf

6. Hyundai 22-EM-009H: 1.8L Nu engine warranty extension (TXXK) for piston slap damage: 10 yr / 120k (original owners) or 8 yr / 80k (others), cold-weather states (2022-06-29), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2022/MC-10215605-0001.pdf

7. Kia SC176Y Rev 1: 2012–2016 Soul 1.6 GDI: catalytic converter replacement and engine inspection/replacement after recall SC176 (2026-03-23), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2026/MC-11030346-0001.pdf

8. Kia ENG222 Rev 8: Excessive oil consumption, Nu/Gamma/Theta/Kappa engines (oil consumption test, combustion chamber cleaning, piston rings) (2025-04-03), filed with NHTSA OFFICIAL
https://static.nhtsa.gov/odi/tsbs/2025/MC-11017109-0001.pdf

9. NHTSA recall records: 19V-120 (Soul 1.6 GDI catalytic converter), 20V-746 (Veloster rod bearings), 20V-750 (Forte/Soul engine fire), 21V-260 (Forte 2.0 MPI oil pump), 21V-301 (Elantra/Kona/Veloster 2.0 MPI piston oil rings), 21V-259 and 25V-099 (Soul/Seltos 2.0 MPI piston oil rings), checked Oct 28, 2026 OFFICIAL
https://www.nhtsa.gov/recalls?nhtsaId=19V120000

10. Tekmetric: average auto repair labor rates by state, 2026 (national average $132/h; state averages $85–$197/h). We use $100–$160/h for labor-time estimates. SHOP/RETAILER
https://tours.tekmetric.com/answers/average-auto-repair-labor-rates-by-state-2026

This report contains no affiliate links; retailer prices are quoted as price sources only. Found an error? Email hello@repairahead.com.

PLEASE READ

Important

Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.

Informational only. This report is not a mechanical inspection, a diagnosis, or professional, legal or financial advice. Nobody from RepairAhead has seen, driven or inspected this vehicle.

Reported ranges and estimates, not predictions

Failure mileages are reported ranges compiled from public owner complaints, manufacturer bulletins, recalls and repair-shop reports. Costs are estimates. Parts can fail earlier, later or not at all, and other problems can occur. Statistics from owner complaints describe past reports to NHTSA; NHTSA has not reviewed or endorsed this analysis.

Safety issues go to a dealer

If you notice overheating, a burning or fuel smell, smoke, a brake-assist problem, stalling or loss of power, pull over when it's safe and contact a Kia dealer or qualified shop. Safety recall repairs are free at Kia dealers. Confirm recalls for this VIN at nhtsa.gov/recalls.

No warranty

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Based on public records and published repair costs. Not a diagnosis or a guarantee. Your technician's inspection decides what your car needs. Confirm recalls with a dealer using your VIN.